International Civil Aviation Organization

Tenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/10) of APANPIRG

Video Teleconference, 17 – 21 October 2022

Agenda Item 5: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

TRANSITION TO A SINGLE FLIGHT INFORMATION REGION

(Presented by Australia)

SUMMARY

This paper presents how the transition to Civil Military Air Traffic Management System (CMATS) will allow for a Single Flight Data Region (SFDRG) to consolidate the management of Australian administered airspace. The subsequent creation of a single Flight Information Region (FIR) will complete alignment and unification of air traffic management across Australia.

1. INTRODUCTION

1.1 Australia's Single Flight Data Region (SFDRG) Project is aimed at replacing the two FIRs, YBBB (FIR for Brisbane) and YMMM (FIR for Melbourne) to YAAA (a single FIR for Australia). The SFDRG Project will streamline operation of Australia's airspace such that the FDRG and the FIR are unified both in administration and operation, making it simpler for customers to operate through Australian airspace.

2. DISCUSSION

Implementation Plan

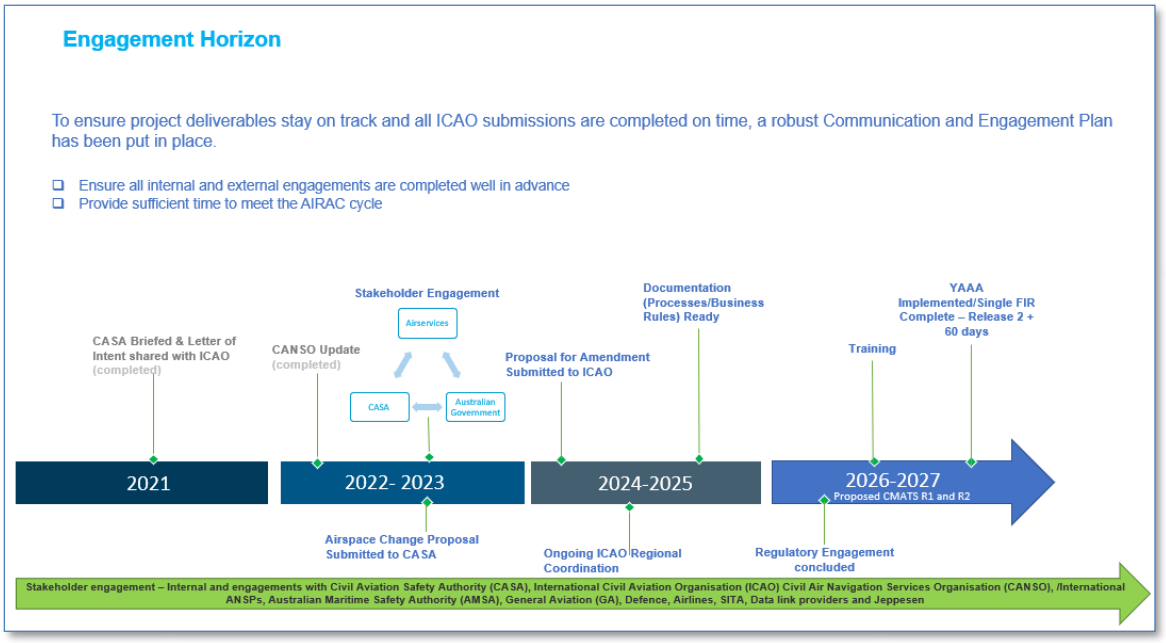
2.1 Evolution to a Single Flight Data Region will be achieved through two separate but related streams of activity:

2.1.1 Initially, transition of Australian administered airspace to a centralised Flight Data Processing System (FDPS) in Release One of CMATS (currently scheduled for Q2 2026)

2.1.2 The subsequent transition to a single FIR will occur with Release Two of CMATS (currently scheduled for Q1 2027)

2.1.3 The magnitude of change as a result of Single Flight Data Region requires timely engagement with all international and national stakeholders.

2.1.4 The engagement horizon plan below shows our widespread plan for communication and engagement with all relevant stakeholders.



Benefits to industry

2.2 The following benefits are expected to be achieved as a result of the SFDRG Project:

2.2.1 Simplify flight planning requirements and increased access to User Preferred Routes (UPRs)

2.2.2 Shared system-wide view of the air traffic picture

2.2.3 Australian administered airspace to be controlled from a single ATM system

2.2.4 Enhanced return to service time

2.2.5 Simplify message addressing requirements

2.2.6 Reduce potential confusion between controllers and pilots

2.2.7 Eliminate the need for duplication of SIGMET and AIRMET

2.2.8 Compliance with ICAO Global Operational Data Link (GOLD)

2.2.9 Automatically import temporary restricted airspace graphically into briefing packages, and NOTAMs to be easily converted to plain language.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper; and

b) discuss any relevant matters as appropriate.

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Attachment: Nil